FOR MYSORE STATE

Public Works (1955) Department.

Ms. SERIES.

G.O. No. Ms.851.

Dated the 7th March 1955.

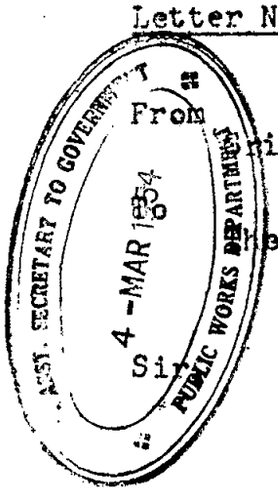
[Despatch Abstract.]

Ports - Malpe - Development as major port - Government of India's letter - Recorded.

17882

Public Works Department,
Fort St.George, Madras,
Dated 25th February 1954.

Letter No.14915F/54-1



From

Shri A.J.Chandy, B.A.,
Assistant Secretary to Government

To

The Secretary to the Government of India,
Ministry of Transport,
New Delhi.

Sir,

Sub: Convention of Karnatak Congressmen held on 4th February 1954 - Resolution regarding ports.

I am directed to forward herewith for such action as is considered necessary, a copy of a resolution regarding ports, passed at the convention of Karnatak congressmen held on 4th February 1954 and to state that request, relating to the State Government are being examined separately.

Yours faithfully,

PD/27-2.

Assistant Secretary to Government

Copy to the State Port Officer(with encl)
Copy to Fl, P.W.D. (with encl.)

Forwarded / By Order

P. V. Mahadevan
SUPERINTENDENT

RESOLUTION NO. 8.

xx xx xx

This Convention urges that Karwar should be developed as a Harbour and a naval base, that Bhatkal should be developed as a Harbour and ship building centre, that Malpe should be developed as a harbour and fishing centre and Mangalore should be developed as a commercial habour in the Second Five Year Plan.

17884

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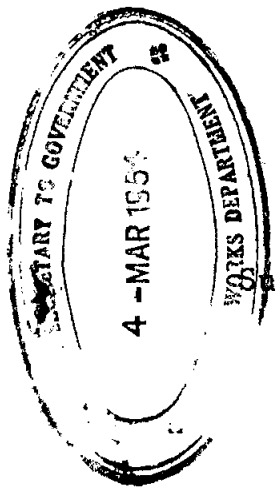


Public Works Department

Memorandum No. 14915F/54-2 dated 25-2-1954.

Sub: Convention of Karnatak Congressmen held on 4th February 1954 - Resolution regarding ports.

A copy of a resolution regarding ports passed in the convention of Karnatak congressmen held on 4th February 1954 is forwarded to the State Port Officer for remarks in so far it relates to the State Government.

A.J.Chandy,
Assistant Secretary to Govt.,

To
The State Port Officer with encl.
Copy to
Fl. P.W.D. with encl.

Forwarded / By Order

PD/27-2.

SUPERINTENDENT

12871

17882/54.

PWD (F)

Re report of the S.P.O. w.r.t. the news-in-press... may be awaited till 5.4.54.

6.3.54

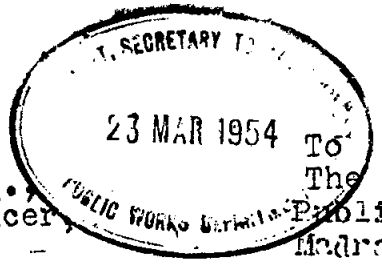
5/3/54
5.3.54.

RESOLUTION NO. 8.

xx xx xx

This Convention urges that Karwar should be developed as a Harbour and a naval base, that Bharkal should be developed as a Harbour and ship building centre, that Malpe should be developed as a harbour and fishing centre and Mangalore should be developed as a commercial harbour in the Second Five Year Plan.

12822/52



From
L.H.Cornish Esq.,
State Port Officer,
Post Box No.13,
Madras-1.

To
The Secretary to Government,
Public Works Department,
Madras.

No. 24040 896 G1/54-2 dated 22--3--1954.

Sir,

Convention of Karnataka Congressmen held on 4th February 1954 - Resolution regarding ports - Government Memo No. 14915 F/54-2 P.W. dated 25-2-1954.

In reply to the Government Memo cited, I have to state that with a view to establishing the feasibility or otherwise of development of Mangalore Port into an "All Weather Port", model experiments are being conducted at the Central Water Power Irrigation and Navigation Research Station, Poona.

2. As regards the port of Malpe, the recommendations of the West Coast Major Port Development Committee contained in paragraphs 26 and 27 of its report have been deferred for the present - vide Resolution of the Government of India, Ministry of Transport, New Delhi No.19-P(123)49 dated 27-3-50 communicated with Government Memo No.1070 F/50-1 P.W. dated 11-4-50.

Yours faithfully,

State Port Officer.

AT/22.

ALL INDIA MALNAD CONFERENCE

11/

S. Nijalingappa, M. P.
Chairman.
A. R. Badarinarayan, B. A., B. L.
Vice Chairman.

SHIMOGA.

Dated 30th May 1954.

MINISTER FOR FINANCE
4-JUN 1954
GOVT. OF MADRAS

4-JUN 195
PUBLIC WORKS I

SECRETARY TO GOVT.

PWD

To

The Chairman,
Planning Commission,
Government of India,
New Delhi.

Subject:- Ports on the West Coast - Development of.

Sir,

In forwarding herewith an extract from the Resolution of the Malnad Conference held on the 6th, 7th and 8th of April 1954 and inaugurated by our Food Minister, Sri Rafi Ahmed Kidwai, I wish to state that the subject of development of Ports on the Western Coast has to be tackled as an urgent measure in the interests of the improvement of Malnad in various directions.

I see from an article in the 'Deccan Herald' dated the 14th May 1954 by Sri T.A.Pai, M.L.A. of Udipi (cutting enclosed for ready reference) that the West Coast Major Ports Development Committee who were entrusted with the selection of a suitable Port in this area, have finally recommended Malpe as the best Port. The Central Government

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-2-

have probably been considering the matter. I request you in the best interests of the Malnad, to use your good offices in the proper quarters and see that a final decision is taken in the matter and that the work is taken up as early as practicable. You will thus be doing a great service to the people of the large area of backward Malnad. An acknowledgment of this letter will greatly oblige.

Yours faithfully,

Sd/- S.Nijalingappa,

Chairman,
Malnad Conference.

Copy forwarded to the Chief Minister of Bombay/Madras, for favour of information and needful action.

✓ Copy forwarded to the Minister in charge of Planning, Government of Madras, for favour of information and needful action.

Chairman,
Malnad Conference.

MCR/-

PWD (FI)

Filed pending the receipt of the addl. copies of the proceedings of the National Harbour Board - Fourth Meeting - called for from India.

7.6.74

6/6/74. 7.6.74

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Resolution No. III.

This Conference is of the confirmed view that the major factor which is militating against the alround and speedy development of Malnad and the exploitation of its natural resources is the absence of proper transport and port facilities and that a co-ordinated development of Ports, Railways and Roads should receive due priority. This Conference takes this opportunity to express its concern that even a final decision has not been taken in the matter of selecting a site for the development of a major port between Cochin and Goa and while strongly urging that this important national undertaking should be taken up for final decision immediately, this Conference desires to point out that the Ports of Karwar, Malpe, Bhatkal and Mangalore are fit to be developed for purposes of having alternative Naval Bases, Development of Fishing Industry, Ship Building and Commerce. Should these ports be connected with a net-work of Railways and Roads with the Malnad areas and their vast rich hinterland, it would undoubtedly lead to full development of Agriculture, Industry, Trade and Commerce.

The Conference, therefore, draws the attention of the Central and State Governments to the following Railways and Roads and authorises the Standing Committee to press the Governments concerned for their being accepted and undertaken in the proper order of priorities to be given to them in the present and the next Five-year Plans :—

(a) Development of Ports on the Malnad Coast for the various National and Economic purposes ;

(b) Co-ordinated constructions and development of Railways and Roads with a view to serve the Malnad ports and vast rich hinterland of the Malnad Region; they are, West Coast Railway Line and opening of the Deccan Plateau by important lines such as Mysore-Mercara-Tellicherry Line; Mangalore-Hassan Line; Kadur—Chikamagalur—Sakleshpur Line; Dandeli—Mangalore Line via Talaguppa, Coondapur and Udipi; Hubli--Hangal--Anavatti--Shikaripur--Shimoga to join Bangalore—Sagar Line at Kumsi; Hubli—Karwar; Karwar to Kottur; Kollapur to Vijayadurga with branch to Ratnagiri; Bhadravati-Malpe; Shimoga to Malpe via Agumbe; Ranebennur to Mangalore via Rattehalli, Masur, Shikaripur, Anandapur, Hosanagar, Balebare, Haladi and Karkal; Thalaguppa-Thirthahalli-Koppa-Chikmagalore and other Railway Lines. And cementing the high-ways from Cape Comorin to Ratnagiri, Harihar to Karkal via Agumbe, Charmudi Ghat Road, Bisaleri Ghat Road, Hulikal Ghat Road, and other Ghat Roads in Malnad Region.

Moved by: Sri B. Madhavachar, M. L. A.

Seconded by:
Sri. Sattar Khan Afridi, B. A., LL. B., Advocate.

The Resolution was passed unanimuously.

(Extract from Deccan Herald of 14th May 1954 - Kerala supplement).

CLAIMS OF MALPE AS MAJOR PORT. by T.A.Pai, M.L.A., Udipi.

History is rather a stream than a tree. There is nothing organic in its shape, nothing systematic in its development. It flows on like a thunder-storm fill by a roadside; now a straw turns it this way, now a tiny barrier of sand that. The offhand decision of some commonplace mind high in office at a critical moment influences the course of events for a hundred years.

- THOMAS HARDY.

The long-drawn controversy whether Malpe, Mangalore, Bhatkal or Karwar should be selected for development into a major port on the West Coast between Marmagoa and Cochin has been finally laid at rest by the recommendations of the West Coast Major Port Development Committee who have, after a thorough and intensive study and notwithstanding an unnecessary and sentimental controversy, appraised the Government of India that Malpe can be developed as a major port in preference to others, which obviously means that Malpe satisfied, more than any other port, the terms of reference that were given by the Central Government, namely minimum cost of construction and maintenance, a study of all allied transport problems and the best service to the entire area.

It is, however, reliably understood that the report is still being considered by the Government of India and in due course should be accepted by the Government, if the assurances of Ministers both of the State and the Central Governments could be relied on.

Now that the development of Bhatkal as a major port has been considered not practicable, the support of the Mysore Government has naturally gone to Malpe as it is the only port located best with reference to the entire hinterland of Mysore. Of course, attempts were made in casting aspersions on the report of the West Coast Major Port Development Committee itself and suggestions are not wanting for a re-inquiry; but it will not do anyone any good. To ask for a re-inquiry is to ask for a decision in favour of a particular port.

It is not the immediate present that should matter very much when a decision of such a far-reaching consequence, which affects the lives of millions of people, is taken. Indeed the question assumes national importance.

Now, about the Port of Malpe. It is just within one-and-a-half miles of the Municipal limits of the town of Udipi, and recently there was even a directive from the Government of Madras for the inclusion of Malpe within the Municipal limits. Udipi has been endowed by nature with natural boundaries on all sides, by the river Kallianpur on the north, the Udyavar river on the south, the Manipal plateau on the east and the Arabian Sea on the west. This area comprises of 53 sq. miles, out of which 10 sq. miles (6467 acres) is Government land, for which nothing has to be paid for development and another 10 sq. miles is assigned 'waste', which could be acquired by the Government for a nominal value. There is plenty of land, therefore, even along the port which belongs to the Government and development from this point of view, perhaps, would be least costly. Even the mere appreciation in land values of the Government land alone would be enough to cover the cost of construction of the port and the consequent railway development. This 53 sq. miles has a population of 80,000 and, therefore, is capable of accommodating a much larger population when properly developed, and

provides in addition suitable land for large-scale industrial enterprises.

Malpe, though admitted to be the biggest fishing centre in India, has practically received no attention for its development in any way. When the scope for deep-sea fishing here is immense, one would have thought, with everybody talking about growing more food and catching more fish and increasing our food supplie. adequate and proper attention would also be given for tapping the existing sources of supply, which, unfortunately, has not been done.

So far as the harbour construction itself is concerned, nature has endowed Malpe with a practically protected harbour with a chain of islands one-and-a-half miles long, comprising of 'Kolleradu Kallu, 'Dariya Gadara' and 'Dariya Bhadargar' running in a south-wester direction parallel to the coast, and these islands have an average height varyin from 30 to 60 feet and would lend themselves to any scheme of development of an excellent harbour. I am not saying much about the harbour construction itself since it is better left to the province of experts and they have evidently given their okay about Malpe.

So far as the transport development with Malpe as a major port is concerned, I understand that the committee has recommended the extension of broad-gauge railway from Mangalore to Malpe and a metre-gauge link with Mysore State, obviously along the Hulkal Ghat connecting Bhadravati. From the point of view of the district as a whole, the choice of Malpe, therefore, is the most advantageous inasmuch as it practically gives a railway link passing throughout the district along the coastal belt and gives it the only chance of large-scale economic development. This could not possible happen with any other choice. The link with Bhadravati is of considerable importance, because the whole of Mysore State would be thrown open to the coast. Being the nearest port to Bhadravati, Malpe could have been the only obvious and natural choice.

With the development of the Jog Project, one of the largest single units of hydro-electric scheme in the Far East, with a capacity of 1,20,000 k.w., with cheap power being made available in any quantity, the Shimoga District, and its immediate neighbour, Coondapoor Division particularly, and the rest of South Kanara, have immense potentialities for industrial development. Already Bhadravati has an iron and steel plant manufacturing pig iron, cast iron pipes, steel etc., and the Central Government have recently selected Bhadravati for locating a machine tool industry too. The Government of Mysore have plans to manufacture stainless steel and for the erection of an electric pig iron furnace with a capacity of 1 lakh tons and for the erection of billet and light structural mill. Bhadravati has at present a cement factory and it is contemplated to expand it to increase its production to 70,000 tons. The manufacture of cement asbestos is also planned. It is proposed to manufacture acetic acid, refractories for silica and magnesite bricks. Extension of paper mills also is under contemplation not only to increase their present productive capacity, but also to undertake the manufacture of card-board and wrapping paper in addition.

The manufacture of rolling stocks and locomotives is a workable proposition. In the Jog area, manufacture of ferro alloys is also [illegible]ed to be undertaken. For an area of such immense industrial [illegible]ilities and richness both in agriculture and mineral wealth like manganese ore, lime stones, dolamite and bageshpoor, the [illegible]ect which could solve the problem of haulage, therefore, [illegible]ortance and Malpe, which is within 100 miles, has [illegible]er.

[illegible]ith the development of Malpe alone, large tracts of [illegible]siderable impetus for the improvement of its [illegible]. 20 miles from Malpe is a big irri[illegible] [illegible]oject in Kadravalli, [illegible] [illegible] invest[illegible]port o[illegible]

All communications should be addressed to the Secretary to the Government of India, Ministry of Transport, by title, NOT by name.

Telegrams :
"TRANSPORT."

GOVERNMENT OF INDIA.

Ministry of Transport.

(TRANSPORT WING)

No. 7-PII(7)/53.

NEW DELHI, the 17 June, 1954.

From:-
Shri A.V. Subramania Iyer,
Under Secretary to the Govt. of India.

To
Shri T. Anant Pai,
Secretary, Malpe Port Development Committee,
Udipi, S.K. (Madras).

Subject:-Development of Malpe port as a major port.

Sir,

I am directed to refer to your letter dated the 3rd May, 1954, on the above subject addressed to the Secretary, National Harbour Board, and to say that the National Harbour Board at its meeting held in Poona in April, 1954, did not take a decision as quoted in your letter to recommend to the Planning Commission the development of Malpe or Mangalore as a major port. What the Board discussed was, among other things, matters relating to the preparation of the Second Five Year Plan of port development and improvements. In that connection the Board recalled that the West Coast Major Port Development Committee had in 1948 recommended the setting up of major port of Malpe and that the Government of India had deferred further consideration of that proposal in view of certain inadequacies in the Committee's report and also in view of the financial stringency obtaining at that time. The Board recommended that the claims of Malpe and Mangalore would require careful re-examination in connection with any decision that may be taken with regard to the necessity or otherwise for a major port on the West Coast between Mormugoa and Cochin in connection with the formulation of the Second Five Year Plan.

The offer of your Committee to assist in the consideration of this matter by furnishing relevant information is noted with thanks.

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Any further communication that you may wish to make in this connection could be usefully made through the State Government of Madras.

Yours faithfully,

(A.V. SUBRAMANIA IYER)
Under Secretary to the Government of India.

D.A.Nil
'Uberoi'/14/6

Copy of the correspondence forwarded to the Government of Madras for information.

Secy.
C.P.W.D. Madras

(A.V. SUBRAMANIA IYER)
Under Secretary to the Government of India.

Pages 1 & 2 above

PWD (FI)

D.A.Nild
'Uberoi'/15/o

no action appears called for at present - Pay in files.

M 21.6.54

20/6/54

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UDIPI, S.K.

T.A. PAI,
B. Com(BOM).A.I.I.B.
Member, Madras Legislative Assembly.

3rd May, 1954.

Secretary,
Malpe Port Development,
Committee,

The Secretary,
National Harbour Board,
Bombay.

Dear Sir,

From the Newspapers' Report I find that the National Harbour Board in its recent meeting have decided to recommend the development of Malpe or Mangalore on the West coast as a major port to the National Planning Commission. May I know what exactly is the nature of the decision and if there is any Press Note issued in this behalf, will you kindly let us have it for our files? The Malpe Port Development Committee has worked a good deal in placing information about Malpe before the West Coast Major Port Development Committee. If there is any way that we can be of help in furnishing any information to you, we shall be glad to do it.

Yours truly,

Sd/=
(T. ANANT PAI)

Secretary.

PROCEEDINGS OF THE 4TH MEETING OF THE NATIONAL HARBOUR BOARD

HELD IN POONA ON THE 29TH APRIL, 1954.

P R E S E N T:

1. Shri Lal Bahadur Shastri,
Minister for Transport. ..... CHAIRMAN.

2. Shri Ajoy K. Mukherjee,
Minister for Irrigation and Waterways,
Government of West Bengal.

3. Shri Sonaram Soren, Minister for Commerce,
Government of Orissa.

4. Shri A. Achyuthan,
Minister for Works and Transport,
Government of Travancore-Cochin.

5. Shri N.M. Ayyar, I.C.S.,
Secretary, Ministry of Transport.

6. Shri Nagendra Singh, I.C.S.,
Joint Secretary, Ministry of Defence.

7. Shri S. Jayashankar,
Joint Secretary, Ministry of Finance.

8. Shri S A. Ghatge, Chief Commissioner, Kutch.

9. Shri P.C. Mukherjee,
General Manager, Eastern Railway.

10. Shri L.T. Gholap, I.C.S.,
Chairman, Bombay Port Trust.

11. Shri R. Gupta, I.C.S.,
Chairman, Calcutta Port Commissioners.

12. Shri M. Ganpati,
Development Commissioner, Kandla.

13. Shri M.S. Venkataraman,
Administrative Officer, Cochin Harbour.

14. Shri K.N. Srinivasan,
Chief Engineer, Madras Port Trust.

15. Shri M.A. Master,
Bombay, Representative of Trade and Industry.

16. Shri S.N. Haji,
Bombay, Representative of Shipping.

17. Shri A.C. Banerjee,
Calcutta, Representative of Labour.

18. Shri P.K. Shunglu, I.A.S.,
Secretary, Department of Communications,
Saurashtra Government.

19. Shri L.H. Cornish,
State Port Officer, Madras.

Shri L.T. Yettie,
State Port Officer, Andhra.

21. Shri B.K. Choksy,
Deputy Secretary, Public Works Department, Bombay.

22. Shri P.R. Subramanian,
Deputy Director General, Shipping.

The following were also present.

23. Dr. R.B. Mohanty,
Secretary to the Government of Orissa,
Commerce Department.

24. Shri I.B. De,
Chief Engineer, Irrigation and Waterways Directorate,
Government of West Bengal.

25. Shri T.S. Parasuraman,
Deputy Secretary, Ministry of Transport.

26. Shri C. Parthasarathy,
Deputy Secretary, Ministry of Transport.

27. Commander V.A. Kamath,
Director of Naval Plans, N. H. Q.

28. Shri S. Nanjundiah,
Port Administrative Officer, Visakhapatnam.

29. Dr. D.V. Joglekar,
Director, Central Water Power Research Station, Poona.

30. Shri P.D. Murti,
Deputy Principal Information Officer, Bombay.

31. Shri S.K. Guha, I.A.S.,
Under Secretary, Ministry of Production.

32. Shri H.P. Oza,
Deputy Administrative Officer, Ports, Saurashtra Government.

33. Shri K. Narayanan,
Under Secretary, Ministry of Transport.

Opening the proceedings the Minister welcomed the gathering. The items on the agenda were then taken up.

Item 1: Revidw of action taken on the recommendati ns of the 3rd meeting.

(i) - Dry Dock at Visakhapatnam: Shri Gholap pointed out that in the course of discussions on the subject at the previous meeting of the Board he had explained the disadvantages of having a dry dock under the ownership and control of the Hindusthan Shipyard. Under such an arrangement the Shipyard might compel the shipowners to give to them the contract for ship repair work and other ship repairing firms might not be permitted to have the use of the dock. Shri Nanjundiah

explained that at present there were no ship repair firms, other than Hindusthan Shipyard at Visakhapatnam and it was unlikely that others would enter the field in the near future. The Chairman stated that the Dock was meant primarily for the repair of ships belonging to the Shipyard and in regard to the use of excess capacity, there should be no difficulty in Government prescribing rules to prevent discrimination of the type mentioned by Shri Gholap.

Shri Master enquired whether the construction of the dry dock would be included in the First Five Year Plan. In reply, it was stated that the point was already under consideration.

(ii) Levy of Port Dues at Concessional Rates to Coastal Shipping: Shri Master and Shri Haji desired that action on this item should be expedited. In reply, Shri Parthasarathy stated that there was no definition of the expression "Coastal Shipping" in the body of the Indian Ports Act although in Part II of the First Schedule under the heading "Madras Presidency" there was an old definition of the expression "Coastal Shipping". A point for consideration was whether this could be adopted generally or some other definition followed. The matter would be pursued urgently.

(iii) Ganga Barrage: Shri Mukherjee pointed out that the Review did not mention anything about the Ganga Barrage project about which a specific recommendation had been made at the Previous Meeting Shri Ayyar replied that Government had taken note of the earlier recommendation and the need for the Ganga Barrage was recognised by all. The question was merely one of the opportune moment for progressing it.

Item 2: Consideration of the Report on Dredging of the Minor Ports of India.

Referring to the remarks made in the circulated paper on the recommendation of the Dredger Experts regarding the need for first considering port development in all its aspects, Shri Banerjee stated that there should be a specific objective in the matter of development of minor ports in the absence of which there was not much

point in getting experts to advise. The Chairman pointed out that Government already had clear objectives in this matter. The immediate policy was to develop 18 minor ports as intermediate ports and carry out certain essential improvements in a few others which were important for passenger movement. Shri Banerjee enquired as to why there should be only local technical committees to advise on the development of minor ports. He thought that there should be a Central Committee on the lines suggested by the experts. In reply, it was stated that the arrangement now made on a regional basis was easily workable and could give practical and satisfactory results. Actually, even these regional committees had not been given any work by the State Governments. If experience showed that the local committees were not sufficient, the situation should be reviewed. Shri Sonaram Soren referred to the request by the Government of Orissa in July 1953 for central assistance for buying a sea-going tug fitted with an echo sounder for carrying out surveys near Chandbali. He said that until a decision was taken on Paradip, Chandbali would have to be maintained in proper condition particularly with a view to enabling the movement of foodgrains by sea to Madras. It would therefore be essential to have the tug already asked for. The unallotted surplus in the amount earmarked for assistance to minor ports might be allocated for this purpose. He also drew attention to the recommendation of the Dredger Experts regarding provision of a hydraulic dredger for use in Chandbali. The Chairman stated that these proposals would be considered sympathetically, if a reference were made to the Government of India again. Shri Cornish made a request for support for the supply of steel plates required for repairing certain vessels belonging to the State. In reply it was stated that if a request was made, the Ministry of Transport would be glad to support it. Shri Achyuthan pressed for a scheme for constructing a pier at Quilon Port. He did not agree with the views of the sub-committee of the N.H.B., which prepared the final plan of improvements, that the future of Quilon would be affected by the linking up of Quilon by rail with Cochin and by the development programme of Cochin Port itself. Including mineral sands, Quilon port would have a traffic of over 1 lakh tons annually. Excluding mineral sands the traffic

would be about 45,000 tons. The cashew-nut industry was chiefly located in Quilon. It was unlikely that mineral sand would be exported through Cochin after a long haul by rail. He mentioned that the Travancore Government had lost sea customs revenue of about Rs. 1 crore consequent on integration and the allotment for development of Travancore-Cochin ports was only about Rs. 6 lakhs. Alleppey had a pier. At Trivandrum a pier was being reconstructed. Quilon should also have a pier. Shri Achyuthan stated that the provision made already for works in Alleppey might not be fully utilised and such savings should be allowed to be utilised for works at Quilon Port. The Board agreed that if there was any surplus or unutilised provision of the funds it might be spent on the development of Quilon Port.

Items 3: Minutes of the Hydrographic Survey Sub-Committee and Survey Programme for 1954-55.

In reply to a query by Shri Master, Commander Kamath said that the Navy had sufficient number of Indian personnel to man all the three survey units and that the units had been indianized fully except for the top officer. As regards provision of facilities for training of other persons, he said that the ships were already overcrowded with trainees and employees of the Government of India and it would not, therefore, be possible to offer facilities to other personnel. He added that an order for a new survey ship had already been placed with the Hindusthan Shipyard.

It was agreed that the question of the survey of Nagapattinam and Tuticorin Ports should be considered at the next meeting of the Sub-Committee.

Item 4: Review of the working of the decasualisation Scheme in major ports.

Shri Banerjee stated that even at the previous meeting he had drawn attention to one or two inaccuracies in the note circulated to the Board on the schemes for the decasualization of dock labour. Similar inaccuracies were also found in the latest paper on the subject. Shore Labour had not been completely decasualised in the Ports. It was not also correct to say that men on the Secondary register in Calcutta Port were being paid on a daily basis and received an

attendance fee when there was no work. Payments were made to the Sirdars in charge of the gangs and often the men did not get the money. Shri Banerjee suggested that a uniform system of decasualization should be followed at all the Ports. The recruitment of casual labour through Sirdars led to corruption and this system should be abolished. He pressed for an enquiry into the working of the decasualisation arrangements for shore labour. Shri Gholap explained the general labour position at Bombay Port and warned that that the situation had generally deteriorated and there was 36% decrease in output. He had already heard well-founded rumours that the Conference Lines were thinking of imposing a surcharge on freight to and from Bombay Port in view of the slow output. If that threat materialised, it would be a matter for shame that because of the unwillingness of a part of the community to maintain labour output the entire country should suffer. He felt that the Port was paying attendance money to far too many and there would be no point in registering an excessive number if they were to be retrenched later. The question of the strength of the decasualised labour had been referred to the Labour Appellate Tribunal. He suggested the introduction of piece-rates. He also favoured a high level enquiry into the working of the decasualisation schemes in all the ports. Shri Gupta stated that no port in the world could operate without employing some casual labour. He mentioned that labour output in Calcutta Port had fallen deplorably and his experience of the decasualisation scheme in Calcutta had been melancholy indeed. He advised the suspension of the scheme pending further investigation as otherwise the results would be disastrous. Shri Haji stated that in Bombay even the Cranemen had not been working properly although additional inducements had been given to them. There was a general lack of efficiency on the part of labour and shipowners had been considering the question of introducing a surcharge. He thought there was scope for greater coordination between the Labour and Transport Ministries of the Government of India. He pleaded for decisive action on the part of Government. He felt that the Government members on the Dock Labour Board did not function effectively and that the constitution of the Board might be changed to make it tripartite. Shri Master pointed out

that the rate of discharge per hook in pre-war years varied between 160 and 200 tons at Bombay Port. The datum line was only 90 tons per hook now. He agreed that the broad policy should be to keep down the number of casuals. The question, however, was as to how far it was practicable. He also pressed for urgent attention being paid to the problem. Shri Banerjee suggested that data from foreign ports should be collected regarding the quantity of cargo handled by their labour. He recommended the extension of decasualisation to all sections of dock labour and suggested that there should be one Central pool for shore and stevedore labour.

The Chairman stated that Government's policy was to ensure that labour was given a fair deal but it was also necessary that labour leaders should give the proper lead and encourage better output. He felt that labour leadership in ports did not have the strength necessary for ensuring the maintenance of propoer out put in ports. He pleaded for a better atmosphere and a change of outlook on both sides and quoted the example of the relationship between the Railway Labour Federation and the Railway Ministry which was increasingly based on a mutual appreciation of each others point of view. He agreed that the labour position in the ports was causing serious concern. In the circumstances, the process of decasualisation should be proceeded with continously. He did not consider it necessary to have any general enquiry into the whole question. He would however go into the matter personally and discuss the issues with the port authorities and labour leaders with a view to arriving at a satisfactory solution.

Item 5: Study of the rates and charges in Indian Ports and their effect on the trade and economy of the country.

Initiating the discussion, Shri Master observed that there were several elements which went into the cost of exports, viz., wharfage, Handling Charges, Output and rate of freight. Unless all these factors were properly regulated, the country would be losing in international competition. He referred to the fact that whereas loading 8,000 tons of coal took 8 to 10 days ordinarily, mechanised methods could reduce the time to 2 days. In this manner the freight charges could be brought down and there was a hope of getting back

the coal markets. He referred to the similar position of salt. He pleaded for an examination of the problem from the angle of bringing down the cost of production within the country and of competitive prices in the international markets. He said that he was not suggesting absolute uniformity. Shri Banerjee felt that port charges formed an insignificant percentage of the charges which went up to make the cost of a commodity. He pointed out that while the trade resisted increases in rent (storage charges) they wanted lower port rates. Shri Haji stated that in the international sphere, the cumulative effect of all the factors referred to by Shri Master had its repurcussions on trade. He suggested that a small committee should be constituted to go into the whole question. Shri Ayyar pointed out that increases in Port Charges during recent years had varied from 33 1/3 % in Bombay to over 140 % in Calcutta and it was doubtful whether any kind of uniformity was possible in view of the different conditions in each port. Shri Gholap referred to the fundamental differences between the rates also/charged at different ports. Even within the same port, rates varied from cargo to cargo, and between imports and exports. He felt that some enquiry was necessary but the method could be left to the Ministry. Shri Master stated that in the U.K. there was some coordination in this matter. Winding up the discussion, the Chairman stated that there did not appear to be any need for a committee of enquiry. The Ministry of Transport should arrange to study the problem further and report to the Board in due course.

Item 6: Training of Indians in Harbour Engineering and the building up of a cadre of Consulting Engineers in India.

Initiating the discussion, Shri Master stated that he attached considerable importance to this subject. He said that India was at present engaged on expenditure to the tune of nearly Rs. 40 crores for development of harbours and ports and substantial sums were being spent on obtaining foreign technical advice in this connection. This was, therefore, an opportune time when some concrete measures could be taken to encourage Indian Consulting Engineers. The Bombay Port Trust had made arrangements with the Institute of Engineers to depute observers to the Marine Terminal Project. They had also taken high level apprentices.

The port Engineers had been sent abroad for study and a film of the project had been prepared. Shri Gholap suggested that Government could sponsor a firm of retired engineers as Consulting Engineers or send some engineers abroad to be placed with foreign Consulting Engineers for acquiring necessary experience. Shri Ganapati stated that major port authorities had already set up designs sections under them and Indian engineers were gathering valuable experience in the execution of the big projects. He was confident that with the completion of the projects now under execution, the country would have a body of qualified men, capable of tendering advice on most of the important problems. Shri Gholap said that consulting Engineers required years of experience. Indian Consulting Engineers would not be able to provide the finance necessary for qualified staff and equipment. British Consulting Engineers had prospered because of the prestige and authority of the British Empire. In India, Government support was, therefore necessary. Shri Ganapati was doubtful how far a firm of retired engineers would succeed. Consulting Engineers must first prove their worth. He felt that Government could not be expected to encourage any particular set of people. In his view no special organisation was necessary. The Ministry of Transport might not find it possible to maintain a Central Organisation similar to the Central Standards Organisation of the Railways, but it might be useful to have a panel of serving and retired engineers to scrutinize projects. The change-over from foreign to Indian Consulting Engineers would naturally be a gradual process. The principle should be that first there should be consultation within the country and then consultation abroad, if necessary. The Board fianally decided that a committee consisting of the Chief Engineers of major ports and a representative of the Central Public Works Department, with Shri Ganapati as Chairman, should go into the question and make suitable recommendations to the Ministry of Transport.

Item 7: Examination of the feasibility of constructing in Indian Shipyard all the floating craft required by the Port Authorities.

Shri Master suggested that all orders from Ports should be placed with the Hindusthan Shipyard and, in any case, they should be given

the right of first refusal. Speaking on behalf of the N.H.Q., Commander Kenath said that, as far as possible, they would give the Hindusthan Shipyard full opportunity to build their vessels but he said that the Hindusthan Shipyard could not undertake small craft construction. These could be undertaken in Calcutta or Bombay. The Chairman then read out a list of orders placed by the major ports in India which showed that full use of Indian Ship-building firms was already being made by the Port Authorities. Shri Ayyar explained that whenever any proposal was received from any port for constructing any vessels the feasibility of placing the order in India was invariably examined in consultation with the Ministry of Production. The P orts were thus already fully cooperating in giving work to Hindusthan Shipyard. As regards dredgers, Shri Gholap stated that designs would have to be obtained from abroad. Shri Manjundiah said that construction of big dredgers could not be undertaken as yet in this country.

Item 8: Preparation of the Second Five Year Plan of Port Developments and improvements abroad and general examination of priorities and requirements.

Shri Somram Soren drew attention to a recent communication received by the Government of Orissa from the Ministry of Irrigation and Power informing them of the decision to discontinue further investigations at the proposed site for the new port at Paradip. He pressed the need for continuing the investigations and for undertaking the model studies as it would be difficult for the State Government to make their own arrangements for carrying out such investigations. The question of the incidence of cost, that is, whether it should be met by the Government of Orissa or by the Ministry of Transport might be considered in due course but in the meantime it would be desirable to authorise the officers of the Central Water and Power Commission to continue the investigation. The Government of Orissa were satisfied that there was considerable scope for the export of of iron ore from sources near Cuttack through the new port and there was a good case for locating at least a medium sized port in Orissa. He also suggested that the barge harbour scheme, particulars of which had been circulated to the State Governments by the Ministry of Transport,

might also be tried in Orissa.

Shri Cornish stated that the Government of Madras were anxious that, as in the case of Mangalore, certain further investigations including borings should be undertaken in respect of Malpe so that at the time of finally deciding the suitability of either site for the purpose of a major port the case of Malpe could be fully considered.

The Chairman agreed that the investigations already being carried out at Paradip should be continued. He added that at the time of preparing the second Five Year Plan the case for developing an intermediate or major port at Paradip and also the desirability and necessity for developing Tuticorin on the East Coast and Malpe or Mangalore on the West Coast as major ports would be examined carefully. In the meantime the necessary preliminary investigations in respect of these sites should be carried out. This was agreed to by the Board.

Item 9: Payment of additional allowances for labour handling dangerous and hazardous cargo.

Shri Banerjee proposed that, for the handling hazardous and dirty cargo, there should be some agreement in principle for the grant of extra allowance. He pleaded for sympathy and early settlement of the question. After some discussion, it was agreed that the Ministry of Transport should collect more facts on the subject and then the Ministry of Labour should be consulted. It was also agreed that the Director General of Shipping should ascertain the position in the U.K.

Item 10: Coordination between rail transport and coastal shipping.

The Committee noted the position as set out in the Transport Ministry's Memorandum on the subject.

Item 11: Any other business: Shri Joglekar explained the progress made with the various experiments at the Central Water and Power Research Station and pleaded for Government assistance for constructing a tank where self-propulsion tests could be made. The cost would be in the neighbourhood of Rs. 44 lakhs. Equipment costing Rs. 22 lakhs out of this might be available under the Colombo plan. Government would have to provide the balance of Rs. 22 lakhs for the necessary buildings and the tank. He held that the project would be a paying one. Shri Master stated that such a tank was essential and that it would save considerable

time now spent in getting tests conducted abroad. He wanted that Govt. should look into it.

It was agreed that the matter should be looked into further by Government.

Before the meeting concluded, Shri Ayyar on behalf of the National Harbour Board, thanked Shri Joglekar and his staff for the excellent arrangements made by them for holding the meeting of the Board at Poona and for the accommodation of the members.

37 P.W.D.(F.).

64/27/7.

Letter no. 17882F/54-3 dt 26-7-54.

To

31.7.54

The Secretary to the Govt. of India,
Ministry of Transport (Transport Wing),
New Delhi.

Sir,

Sub: Development of Malpe port as a major port.

I am directed to invite a reference (item 8 of) to the proceedings of the Fourth Meeting of the National Harbour Board in regard to the development of Malpe port as a major port. It has been agreed that at the time of preparing the Second Five Year Plan, the case for developing Malpe or Mangalore on the West Coast as a major port would be examined carefully, and that in the meantime the necessary preliminary investigations in respect of the sites should be carried out. I am directed to enquire when the orders of the Govt. of India implementing the above recommendations of the National Harbour Board may

p/p 34-35 CF
A on p 35 CF

p/1 see 'A' on p 35 C/F

2

Expected

DWS
25/7/54
25.7.54

J.J.
26.7.07

copy to the S.P.O.
31.7.54

39 P.W.D.(F.)

Letter No. 17882F/54-4 of 28-8-54.

To

~~The~~ Secy. to the Govt. of India,
Ministry of Transport (Transport Wing),
New Delhi.

Sir,

Sub: Development of Kalpe port as a major port.

I am to invite a reference to the Govt. letter No. 17882F/54-3 P.W. of 26.7.54 and to enquire when a reply in the matter may be expected.

Yours faithfully,

30/8/54

31.8.54

31/8/54

2-9-54

P.W.D.(Fi).

Letter no. 17882F/54-5 dt 9-10-54.

20

The Secy. to the Govt. of India,
Ministry of Transport (Transport Wing),
New Delhi.

11/10

Sir,

Sub: Development of Nalpe port as a major port.

I am directed to invite a reference to this Govt's letters nos. 17882F/54-3 dt 26.7.54 and 17882F/54.4 dt 31.8.54. and to enquire when a reply in the matter may be

PTO

pp 37-38 ✓

(3) p 39 ✓

All communications should be addressed to the Secretary to the Government of India, Ministry of Transport, by title, NOT by name.

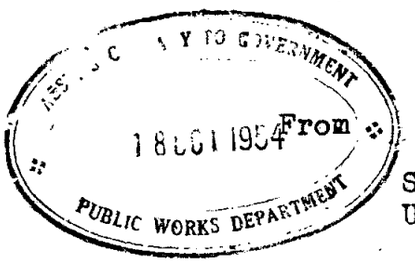
Telegrams :
"TRANSPORT."

GOVERNMENT OF INDIA.

80684 Ministry of Transport.

No.9-P.II(23)/54.

New Delhi, the 16th October, 1954.



From

Shri A.V.Subramania Ayyar,
Under Secretary to the Government of India.

To

The Secretary to the Government of Madras,
Public Works Department,
Fort St. George,
Madras.

Sir,

Subject:- Development of Malpe Port as a major port.

I am directed to invite a reference to the correspondence ending with your letter No.17882 F/54-5 dated the 9th October, 1954, on the above subject, and to say that the Government of India in their resolution No.19-P(123)/49 dated the 27th March, 1950, on the West Coast Major Port Development Committee Report came to the following conclusion:-

> "Having regard to the inadequacies in the report in respect of Malpe and the prevailing financial stringency, the Government of India consider that the recommendations of the Committee contained in paragraphs 26 and 27 of the report on the need for, and the siting of a major port should be deferred for the present and the question of undertaking a more thorough examination of the economic and engineering aspects of the project considered, when the financial position improved."

What is therefore immediately necessary is to undertake a more thorough examination on the lines envisaged in that resolution. In para 27 of the Committee Report, there are already certain definite recommendations as to the further investigations that are required. The Government of India will be glad if the State Government would furnish a note setting out in detail (a) what investigations, if any, on the lines recommended by the Committee have already been carried out by the State Government and (b) the nature of the further investigations to be undertaken and the assistance the

B | State Government would need from the Central Government in this regard.

Yours faithfully,

(A.V.Subramania Iyer)
Under Secretary to the Govt.of India.

33/30.10

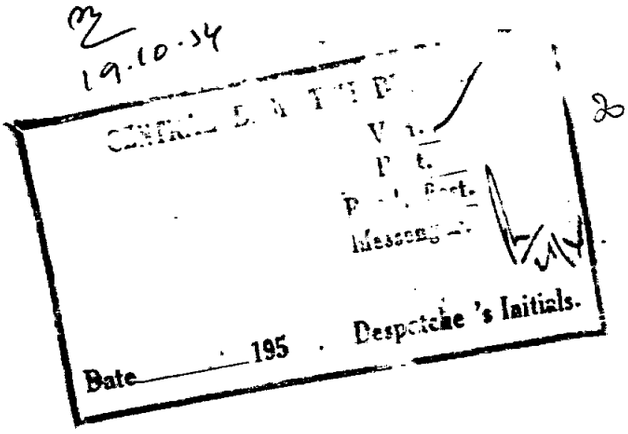
P.W.D.(F.)

Endtt.no. 17882 F/54-6 of 19-10-54.

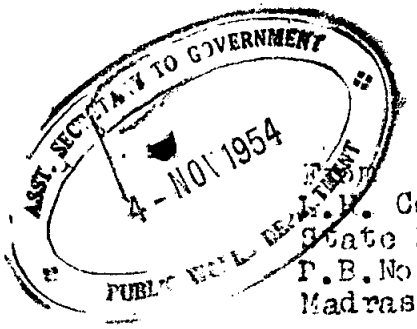
Referred to the S.P.O. for remarks.

18/10/54

19.10.54



to the S.P.O



85107

From
S.H. Cornish, Esq.,
State Port Officer,
P.B.No.13,
Madras 1.

To
The Secretary to Government,
Public Works Department,
Madras.

No. 351364/54 dated 3-11-1954.

Sir,

Sub:- Development of Malpe Port as a major Harbour -
Ref:- Government P.W.D. endorsement No.17882 P/54-6, dated 19-10-1954.

Investigations are taking place for the possibility of siting an all weather Port at Mangalore at present. In view of the recommendations of West Coast Port Development Committee (Paras 26 & 27 of the report) that a deep-sea Port should be sited between Mormugoa and Cochin and that it should be situated at Malpe, it was considered that the question of Malpe as recommended should not be lost sight of. No investigations have been taken up by this Department on the lines recommended by the Committee for Malpe Port.

2. No money is available at present in Minor Ports Fund or Malpe Landing and Shipping Fund to finance the cost of further investigations at Malpe. It is therefore requested that Government of India might take this up, or otherwise, it might be included in the first year of the second five year plan by a free grant from Government of India.

3. It would appear that in the first instance, a more detailed report in the form of a preliminary investigation be obtained as is being done at Tuticorin and possibly Sri Chatterjee asked whether he would be willing to investigate this Port also, on similar terms.

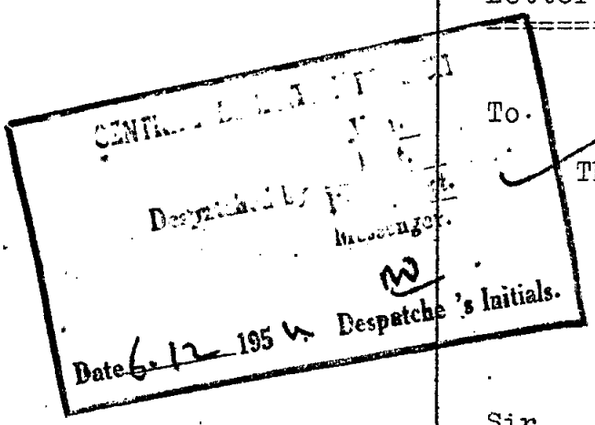
Yours faithfully,

State Port Officer.

P.3.

P.W.D. (P-1)

Letter No. 17882-F/54-7 dated 2-12-54



To.

The Secretary to the Government of India,
Ministry of Transport,
(Transport Wing),
NEW DELHI.

Sir,

Sub: Ports - Malpe - Development as major port.

Ref: Sri Subramania Ayyar's letter No.9-PII(23)/54 dated 16-10-54.

I am directed to state that no investigation on the lines recommended by the West Coast Port Development Committee in their report has so far been conducted by the State Govt. I am also to state that no funds are available either in the Minor Ports Fund or in the Malpe Landing and Shipping Fund to finance the cost of such investigations. Development of a minor port into a major port is mainly a matter for the Government of India, and I am accordingly directed to request that the Government of India may kindly be moved to take up and conduct investigations at their cost. I am however to suggest in this connection that before taking up such investigations a more detailed report in the form of a preliminary investigation might kindly be obtained from

pto

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Sri Chatterjee of Calcutta, as is being done in the case of the development of the Tuticorin Port.

19/11/54

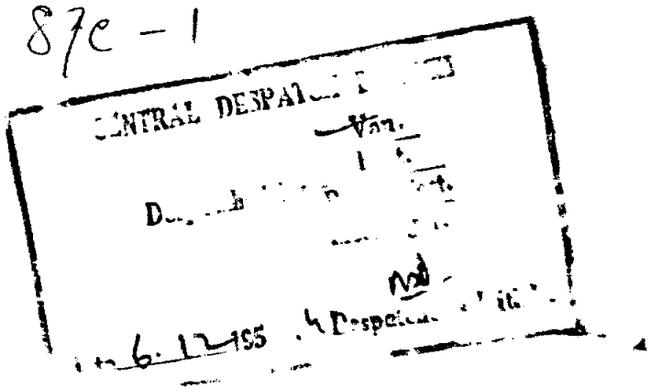
Y. f.

25.11.54

28.11.54

Copy to the S.P.O., w.r.t. his letter No.3513 G1/54-1 dated 3-11-54.

87c-1



49

PUBLIC WORKS DEPARTMENT

Letter No.17882-F/54-7.

From

Sri T.M.S. Mani, I.C.S.,
Secretary to Government.

To

The Secretary to the Government of India,
Ministry of Transport (Transport Wing),
New Delhi.

Fort St. George, dated 2nd December 1954.

Sir,

Sub: Ports - Malpe - Development as major port.

Ref: Sri Subramania Ayyar's letter No.9-PII(23)/54 dated 16-10-1954.

.....

I am directed to state that no investigation on the lines recommended by the West Coast Port Development Committee in their report has so far been conducted by the State Government. I am also to state that no funds are available either in the Minor Ports Fund or in the Malpe Landing and Shipping Fund to finance the cost of such investigations. As the development of a minor port into a major port is a matter for the Government of India, I am directed to request that the Government of India may kindly be moved to take up and conduct investigations at their cost.

Yours faithfully,

T.M.S. MANI,
SECRETARY TO GOVERNMENT.

Copy to the State Port Officer, with reference to his letter No.3513 G1/54-1 dated 3-11-1954.

Forwarded :: By Order

vnr3xii

Superintendent.

51 PW.D(Fi).

Letter No. 17882F/54-8 dt 5-2-55

20.

The Secy. to the Govt. of India,
Ministry of Transport
(Transport Wing),
New Delhi.

Sir,

Sub: Pobs - Malpe - Development as major port.

I am directed to invite a reference to this Govt's letter No. 17882 F/54-1 PW dt 2-12-54, and to enquire when

P.T.O.

2

a reply may be expected
~~final instructions of the~~
~~Govt of India in the~~
matter may be expected.

Yours
4/2/55

M
5/2/55

Yours
4.2.55

Yours
4/2/55

copy to the Govt.

9/2/55

TELEGRAMS:
TRANSPORT:

SECRETARY TO GOVERNMENT
24 FEB 1955
PUBLIC WORKS DEPARTMENT

GOVERNMENT OF INDIA
MINISTRY OF TRANSPORT
TRANSPORT WING

14882

No.9-PII(23)/54.

New Delhi, the 23 February, 1955.

From

Shri A.V.Subramania Iyer,
Under Secretary to the Govt. of India.

To

The Secretary to the Govt. of Madras,
Public Works Department,
MADRAS.

Subject:- Development of Malpe into a major port.

Sir,

I am directed to refer to your letter No.17882-F/54-8, dated the 5th February 1955 on the above subject and to say that the question of undertaking the further investigations at Malpe was discussed at the meeting of State Government representatives, on 31st January, 1955 when it was decided that any further investigations in respect of Malpe should be deferred till the results of the Mangalore model experiments now being conducted at Poona were known and studied. In view of this position the Government of India do not propose to take any action in regard to these investigations at this stage.

Yours faithfully,

for (A.V. Subramania Iyer)
Under Secretary to the Govt. of India.

D.O.NIL.
*APK/21-2

C.No. 17882 F/54.

P.W.D. (F-1)

Ports - Mangalore and Malpè - Development - Resolutions passed at convention of Karnataka Congressmen held on 4th February 1954.

Resolution No.8 passed at convention of Karnataka Congressmen held on 4-2-1954.
To the Government of India, Ministry of Transport letter No.14915 F/54-1 dated 25-2-1954.
To theS.P.O., Memo No.14915 F/54-2 dated 25-2-1954.
From the S.P.O. Letter No.896 G1/54-2 dated 22-3-1954.

..... /

The following resolution was passed at the convention of Karnataka Congressmen held on 4-2-1954.

"This convention urges that Karwar should be developed as a harbour and naval base, that Bhatkal should be developed as a harbour and ship building centre, that Malpe should be developed as a harbour and fishing centre and that Mangalore should be developed as a commercial harbour in the Second Five Year Plan."

A copy of the above resolution was forwarded to the Government of India for such action as was considered necessary. Another copy of the resolution was forwarded to the S.P.O. for remarks, in so far it related to the State Government. The report of the S.P.O. has since been received and is on p.9 c.f.

2. The State Government are concerned only with the following requests:

(1) Development of Mangalore as a commercial Harbour and

(2) Malpe should be developed as a harbour and fishing centre.

3. As regards item (1) above, model experiments are being conducted at the Central Water Power, ~~Irrigation, and Navigation~~ Research Station, Poona to establish the feasibility or otherwise of developing the Mangalore Port into an "All

Weather Port". Till the results of these experiments are known, it will not be possible to consider the question of developing the port. Further it is too early to say now when the experiments would be completed and a decision taken in the matter, and whether such a decision would be taken early enough to consider the question of inclusion of the scheme in the next Five Year Plan. No action need be taken on this aspect of the resolution at present.

4. The possibility of siting a major port on the West Coast between Mormugao and Cochin was considered in detail by the West Coast Port Development Committee and it was of opinion that it should be at Malpe. But in view of the inadequacy of the Report in respect of Malpe and the prevailing financial stringency, the Govt. of India considered in 1948 1950 that the matter should be deferred for the present and that the question of undertaking a more thorough examination of the economic and engineering aspects of the project considered, when the financial position improved.

5. The State Government have already recommended to the Government of India, the taking up of the scheme for developing Tuticorin into a major port during the next Five Year Plan. It has also been suggested to the Government of India that this question might be considered at the next meeting of the National Harbour Board to be held at Poona at the end of this month. In the circumstances, it is for consideration whether the question of undertaking a more through examination of the economic and engineering aspects of the project for siting a major port at Malpe may be taken up

with the Government of India now.

14 | 4 | 54 | 15.4.54

A on p 2 ante may be agreed to

B on p 2 ante was the decision made of the G. D. in 1950 and four years have since elapsed. The matter may perhaps be put up to the G. D. again now.

Finance Planning may see before Dn

A. J. Chandy
15.4.54
A.S., P.W.D

2

Resubmitted.

The question of siting a major port at Malpe is to be considered at the 4th meeting of the National Harbour Board to be held at Poona on the 29th and 30th April 1954. The S.P.O. who is to represent this State at the Meeting has been asked to press for a favourable decision in regard to this proposal.

re 'A' & 'B' 4+ of L.F. II

Posting may therefore perhaps be one till proceedings of the meeting are received.

24/4/54
23.4.54

23.4.54

P.W.(F)

Extracts from the note file of G.O.Ms.No.2469 P.W. dated 14-7-54.

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xx xx xx

The proceedings of the Fourth Meeting of the National Harbour Board at pages 115-126 (25-36) c.f. may be perused. The proceedings call for the following remarks:--

xx xx xx

4. Preparation of the Second Five Year Plan of Port Developments and Improvements abroad and General examination of priorities and requirements: The S.P.O. was authorised to stress the need for -

(i) Preliminary technical investigation into the feasibility of constructing a major port at Tuticorin, with a view to include the scheme in the Second Five Year Plan, and

(ii) Undertaking a more thorough examination of the economic and engineering aspects of the project for sitting a major port at Malpe, in order to enable the project being taken up at ~~the~~ least during the Second Five Year Plan.

The S.P.O. has accordingly raised these questions at the meeting and stated ~~and~~ that the State Govt. were anxious that as in the case of Mangalore, certain further investigation including borings should be undertaken in respect of Malpe so that at the time of finally deciding the suitability of either site for the purpose of a major port. the case of Malpe could be fully considered. It was agreed at the meeting that at the time of preparing the Second Five Year Plan the desirability and necessity for developing Tuticorin on the East Coast, and Malpe or Mangalore on the West Coast as major ports should be examined carefully, and that in the meantime preliminary investigation in respect of these sites should be carried out.

These questions will be taken up with the Government of India separately.

The file may be circulated to M (W) for information.

Sd. A.J. Chandy,
8-7-54.
A.S., P.W.D.

Sd. M.S.R.
9-7-54.

Sd. T.M.S.Mani,
9/7/54.

M (W) Sd. Shanmugha Rajeswaran.
11/7

The papers may now be recorded in a G.O. Draft below is for approval.

Sd. A.J.C./13-7-54.

Issued as G.O.Ms.No.2469 P.W. dated 14-7-54.

/TRUE EXTRACT/

Please see the extract of notes on p 5 ante in regard to developing Tuticorin and Malpe into major ports. Further action in this regard so far as it relates to Tuticorin is being taken separately in file No. 99645F/53. As regards Malpe, the attention of the Govt. of India may be invited to the proceedings of the Fourth meeting of the National Harbours Board and they may be requested to make their orders implementing the recommendations of the Bd. may be expected. Draft below is for consideration

M
26.7.54

DWS
25/7/54

25.7.54

and a letter no. 17882F/54. 3 of 26.7.54.

pp43-44 c.f.

From the Govt. of India, Ministry of Transport (Transport Wing), Letter No.9-PII(23)/54 dated 16-10-1954.

p45 c.f.

From the State Port Officer Letter No.3513 G1/54-1 dated 3-11-1954.

A on p35 c.f.

At the last meeting of the National Harbour Board held at Poona on the 29th April 1954, the State Port Officer, Madras, as Representative of the State Government, pointed out that the State Govt. were anxious that as in the case of Mangalore, certain further investigations including borings should be undertaken in respect of Malpe so that at the time of finally deciding the suitability of either site for the purpose of a major port, the case of Malpe could be fully considered. It was then agreed that at the time of preparing the Second Five Year Plan the case for developing Malpe or Mangalore on the West Coast as a major port would be examined carefully, and that in the meantime, the necessary preliminary investigations in respect of the sites should be carried out. When the Govt. of India were approached for orders on the above recommendations of the National Harbour Board, they have called for a note setting out in detail,—

× pp37-38 c.f.

(a) investigations, if any, on the lines recommended by the West Coast Major Port Development Committee in para ⊗ 27 of its report, that have already been carried out by the State Govt.; and

⊗ p115 c.f. (P)

B' on pp43-44 c.f.

(b) the nature of the further investigations to be undertaken and the assistance the State Government would need from the Central Govt. in this regard.

2. The remarks of the S.P.O. on the above question are on p.45 c.f. He has stated that as

no investigations have been taken up by the State Port. Dept. on the lines recommended by the Committee and that at present no funds are available either in the Minor Ports Fund or in the Malpe Landing and Shipping Fund to finance the cost of the investigations at Malpe. He has therefore suggested that the Govt. of India might be requested to take up the investigations or that they (the investigations) might be included in the first year of the Second Five Year Plan, the expenditure being met ~~from~~ by a free grant from the Govt. of India. He has also suggested that in the first instance, it might be necessary to obtain from Sri Chatterjee a more detailed report in the form of a preliminary investigation (as is being done in the case of Tuticorin).

3. It is submitted that as stated by the S.P.O. sufficient funds are not available either in the Minor Ports Fund or in the Malpe Landing and Shipping Fund to finance the cost of the investigations. "Major Ports" is a central subject and it would appear that any expenditure connected with the development of a minor port into a major port should have to be legitimately met by the Central Govt. and not by the State Govt. In the circumstances it is for consideration whether the Govt. of India may be informed —

(1) that no investigation on the lines recommended by the West Coast Port Development Committee has so far been conducted;

(2) that no funds are available either in the Minor Ports Fund or the Malpe Landing and Shipping Fund to finance the cost of such investigations;

(3) that the Govt. of India might take up such investigations at their own cost; and

(4) that before taking up such investigations a more detailed report in the form of a preliminary investigation might be obtained from Sri.Chatterjee (as is being done in the case of Tuticorin).

4. Subject to orders a draft letter to the Govt. of India is submitted below for approval.

In the case of Tuticorin the cost of the preliminary investigation is being met from the Tuticorin Port Trust funds. Is it not possible for such expenditure at least being met from the Malpe L.& S. fund or the Minor Ports Fund.

22.11.54

Resubmitted.

A reference is invited to the first sentence of para 2 on p45 cf., as also to 'S' on p 8 ante. wherein it has been stated that sufficient funds are not available either in the Minor Ports Fund or in the Malpe Landing and Shipping Fund to meet the cost of the investigations. (It will be observed from the Budget of the Malpe L&S Fund for 1954-55 at (U) that the Fund is working at a deficit△ and that the anticipated balance at the end of 1954-55 will be only about Rs 14,000#. The same is the position in regard to the Minor Ports Fund which is working at a deficit of about Rs 5½ lakhs, and the closing balance at the end of 1954-55 will be only about Rs 19½ lakhs, part of which has to allocated to the Andhra State.)

25.11.54

△ R' on p 5 ante (U)

'S' on p 5 ante (U)

* 'R' on p 2 ante (S)
(Deficit in P Fund for 1954-55)

(S)

(U)

DEPUTY SECRETARY TO GOVERNMENT
1-DEC 1954
PUBLIC WORKS DEPARTMENT

23/11/54

25.11.54

A in p 8-9 needs to be approved

28-11-54

M(W) 1/12

10

Issued as Letter No. 17882F/54.7 dt 2.12.54.
from the Govt of India Letter No. 9-P II (23)/54 dt 23.12.55

In the circumstances stated in the letter on p 53 ante. The papers may be recorded with a call book entry for 1.6.56.

A

Draft submitted

CBE No. 22 dt 5-3-55.

4/3/55

4.3.55

4.3.55

G.O.MS. No. 851 PW dt 7.3.55 - to be typed.

P.N.D.(F.)

P.N.5764 F/56

31.7.56

Extracts from Call Book entry

Date of entry in the Register 5.3.55

Sub: Ports - Malpe - Development as major Port.

(21) Old Current Number: 17882-F/54. (G.O.M.S NO 851 P.W. 27.3.55)

Date when further action is to be taken 1-6-56

Please see the letter from India on p.53 of ② and the orders at 'A' on p10 ng. of ②. The Mangalore Model Experiments that are being conducted at the Research Station, Poona have not yet been completed. Hence the question of developing Malpe into a major port may be taken up for consideration after the 1st January 1957. A call may accordingly be noted for 5-1-1957.

① 31/7/56

31.7.56.

4.8.56